

Amendments to the Specification:

Please replace the paragraph beginning on page 2, line 2, with the following amended paragraph:

This is a continuation in part of application Serial Number 09/240,087, now U.S. Patent 6,250,663.

Please replace the paragraph beginning on page 6, line 19, with the following amended paragraph:

Enabling the rear frame to pivot and rotate about its transverse and longitudinal ~~axes~~ axis independent of the front frame reduces the transmission of the trailer's vibrations and oscillations to the truck cab. This design therefore provides a smoother ride for those persons riding in the cab.

Please replace the paragraph beginning on page 10, line 4, with the following amended paragraph:

A hydraulic system 50 is provided to dampen the vibrations and oscillations within the split-frame system 1. The hydraulic system 50 is comprised of two hydraulic cylinders 51 mounted to the split-frame system 1 through the use of ball joints 52 and 53. The two hydraulic cylinders 51 are mounted on the left and right sides of the ~~split-frame~~ split-frame system 1. Each hydraulic cylinder 51 is mounted at the top to a rear ball joint 53. Both rear ball joints 53 are secured to the rear frame 200. The base of each hydraulic cylinder 51 is mounted to a front ball joint 52. Both front ball joints 52 are secured to the front frame 100. Hydraulic system 50 dampens the rotational vibrations and oscillations of the rear frame 200 along its longitudinal axis relative to the front frame 100. In addition, hydraulic system 50 dampens the rotational vibrations and oscillations of the rear frame 200 about a transverse axis along the rear axles 20. The use of ball joints 52 and 53 to mount hydraulic cylinders 51 enables the hydraulic cylinders 51 to adjust position to account for the relative movement of the rear frame 200 with respect to the front frame 100. It is obvious to one skilled in the art

that alternative systems and configurations are capable of performing the identical function of the hydraulic system 50 used in this preferred embodiment. While the hydraulic system 50 introduces a small amount of vibrational coupling between the front and rear frames, 100 and 200, respectively, its use introduces an amount of control in the movement between the two frames.

Please replace the Abstract of the Invention with the following amended Abstract of the Invention:

A ~~split-frame~~ split-frame, heavy truck, suspension system for trucks that haul trailers made of three moveable interlocked rigid frames referred to as the front frame, rear frame, and interconnecting frame. The front frame supports the cab, engine, and transmission. The rear primary frame supports the drive axle and fifth wheel. The rear end of the interconnecting frame is pivotally mounted to the rear frame whereby the rear frame may rotate about a transverse axis. The front end of the interconnecting frame is mounted to the front frame in a manner that permits the interconnecting frame to rotate and pivot along its longitudinal axis relative to the front frame. Hydraulic cylinders are used to dampen vibrations and oscillations within this ~~split-frame~~ split-frame structure. An alternative embodiment allows the front frame to connect directly to the rear frame.